

COUNTRY <u>Germany (Soviet Zone)</u>		SECURITY INFORMATION	
TOPIC <u>Improvement of Tracks and Railroad Stations in the Soviet Zone</u>		REPORT	
EVALUATION	PLACE OBTAINED		
DATE OF CONTENT	50X1-HUM		
DATE OBTAINED	DATE PREPARED <u>19 September 1951</u>		
REFERENCES			
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)		
REMARKS	50X1-HUM		
REFERENCE COPY			

1. Projects to be completed by 1 August 1951 in the Berlin railroad district in connection with the World Youth Festival include the electrification of the Berlin/Spandau-West - Falkensee, Berlin/Spandau-West - Staaken, and Berlin/Lichterfelde-Ost - Teltow lines. (1)

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2.

the construction work in Frankfurt/Oder was discontinued on 8 July 1951. This measure was caused by the consideration that the scheduled course of the line would necessitate the construction of curved sidings. However, heavy-load trains sidetracked in curves would require the use of three locomotives to get moved. Thus the project has proved a failure. (2)

3. The chief of the Design Bureau of the Berlin regional railroad headquarters and his assistant were informed at a conference held at Department VI (Constructions) on 5 July 1951 that the Frankfurt/Oder-Fuerstenberg railroad line will be double-tracked in about two months because the ore shipments for the Foundry Combine in Fuerstenberg will henceforth be directed via Frankfurt/Oder instead of Guben. (3) and that the Berlin-Falkensee and Berlin-Staaken-West lines of the Berlin (S-Bahn) system will have to be electrified in July. It was pointed out that work on the conversion of tracks and switches had already been started at the terminals of the lines to be electrified.

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4.

the newly built rail link west of the Kietz railroad station was serviceable. However, switches must still be operated by hand and safety and signal installations are not yet connected. The link has not yet been opened for scheduled traffic.

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5.

On 8 July 1951 the Neubukow railroad station that the newly constructed track which is adequate for a train of 120 axles is to serve as a siding. The other new track, which is 100 meters long, is provided with a loading ramp. The new interlocking plant is about half completed. (4)

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the newly constructed railroad tunnel near Schwarzenberg on the line to Johann-georgenstadt has two tracks and is 216 meters long, seven meters wide and six meters high at the apex. The concrete walls of the tunnel, which was opened on 22 June 1951, are not provided with niches. About 400 men were employed on the construction of the tunnel; 43 of them were killed by caving-in of rocks. The Schoening and Dressel firm, which was the contractor for the construction work, was subjected to constant pressure by the Soviets, who had ordered the tunnel to be completed by mid-May. (5)

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7.

16 railroad branch lines including the Possendorf-Dresden, Weiszig-Duerrensdorf, and Grossdorf-Hohnstein lines are earmarked for dismantling with a view to having reserve stocks of rails available.

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8. On 21 June 1951, it was observed that a second track is being laid on the Pankow-Karow railroad line, which is a feeder line for the northern section of the Berlin Outer Freight Ring. Rails, ties and ballast are already available. The bridge over Rhoenstrasse in Blankenburg, a steel structure with a permissible axle pressure of 20 tons, is completed. The steel construction for the bridge in Pankow, which also crosses Rhoenstrasse and will have the same load capacity as the bridge in Blankenburg, is being prepared at the firm Leske in Pankow and is said to be delivered soon. The concrete sections of this bridge are nearing completion. (6)

Comments.

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- (1) This refers to a section of the Berlin-Hauen railroad line. The section from Falkensee to Hauen is scheduled for electrification by the end of 1951. The Spandau/West - Staaken line is a section of the Berlin - Rathenow line. Lichterfelde-Ost and Teltow are on the Berlin-Jueterbog line. According to Soviet Zone press reports, this project was completed already on 10 July 1951. The electrification of the three lines will extend the Berlin

S-Bahn system.

- (2) The construction of the new railroad regulating station between Frankfurt/Oder and the Oder River bridge was reported previously.

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- (3) The intended reconstruction of the second track on the Frankfurt/Oder - Cuben line was reported previously.

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- (4) The improvement of the Neubukow railroad station, which serves as a point of detraining for the Lustrow AAA range, was reported previously. The siding which is adequate for a train of 120 axles may be assumed to be about 750 meters long.

- (5) The construction of a second track on the Aue-Schwarzenberg-Johanngeorgenstadt line has been under way since 1949. The section from Aue to Schwarzenberg was completed in the summer of 1950. Work on the Schwarzenberg-Johanngeorgenstadt line is still going on. Due to the mountainous character of this region, the line requires the construction of many tunnels and bridges.

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- (6) This refers to a section of the Berlin-Uberswalde railroad line. The newly constructed single-track Karow-Basdorf-Oranienburg section of the Berlin Outer Freight Ring was last reported

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